



DCO Submission

Environmental Statement

Chapter 3: Transport

Appendix 3.6: Table 3.37: Link Sensitivity for Assessment of Likely Significant Environmental Effects

Document 6.3G

On behalf of

Oxfordshire Railfreight Limited

Prepared by ADC Infrastructure Ltd
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Table 3.37: Link sensitivity for assessment of likely significant environmental effects

Link ID	Link Name	Sensitivity of receptors on link	Description
1	M40 NB mainline downstream of J10 NB diverge	Negligible	The link is part of the M40 and thus has no adjacent WCH receptors. Furthermore, WCH access will be prohibited on the link in all scenarios.
2	M40 J10 SB diverge	Negligible	The link is part of the M40 and thus has no adjacent WCH receptors. Furthermore, WCH access will be prohibited on the link in all scenarios.
3	M40 J10 NB diverge (Ardley Roundabout)	Negligible	The link is part of the M40 and thus has no adjacent WCH receptors. Furthermore, WCH access will be prohibited on the link in all scenarios.
4	M40 J10 NB merge	Negligible	The link is part of the M40 and thus has no adjacent WCH receptors. Furthermore, WCH access will be prohibited on the link in all scenarios.
5	New Link - M40 J10A NB diverge	Negligible	The link is part of the M40 and thus has no adjacent WCH receptors. Furthermore, WCH access will be prohibited on the link in all scenarios.
6	Ardley Roundabout circulatory	Low	The link is a roundabout circulatory, comprising the A43 EB at the Ardley Roundabout, M40 J10. There is a footway adjacent to the link, that accommodates east/west desire line for pedestrians across the M40 at Junction 10. Cyclists would be on carriageway.
7	Ardley Roundabout circulatory	Low	The link is a roundabout circulatory, comprising the A43 at the Ardley Roundabout, M40 J10. There are no WCH receptors adjacent to the link. Cyclists would be on carriageway.
8	A43 EB on M40 J10 bridge	Low	The link comprises the A43 eastbound bridge over the M40 at J10. There are no WCH receptors adjacent to the link. There is a footway adjacent to the link, that accommodates east/west desire line for pedestrians across the M40 at Junction 10. Cyclists would be on carriageway.
9	Cherwell Roundabout circulatory	Low	The link comprises the A43 at the Cherwell Roundabout, between the bridge over the M40 and the northern arm of the roundabout. There is a footway adjacent to the link, that accommodates east/west desire line for pedestrians across the M40 at Junction 10. Cyclists would be on carriageway.
10	A43 NB between Cherwell and Padbury junctions	Low	The link comprises the A43 NB between the Cherwell and Padbury Junctions. There is a footway adjacent to the link, that accommodates east/west desire line for pedestrians across the M40 at Junction 10. Cyclists would be on carriageway.
11	New Link within Padbury Junction	Low	Vehicles on the link would be exiting the M40, and thus there would be no WCH activity from the motorway. A new of carriageway footway/cycleway will be provided adjacent to the eastern side of the link on the A43.
12	A43 WB on M40 J10 bridge	Low	The link comprises the A43 westbound bridge over the M40 at J10. There are no WCH receptors adjacent to the link. Cyclists would be on carriageway.
13	New Link - right turn through Ardley Roundabout	Low	Link 13 is a new link within the Ardley Roundabout and operates as a cut-through for westbound A43 traffic routing onto the M40 NB or the A43 NB. A new shared off carriageway footway/cycleway would be provided adjacent to the link.
14	New Link - Ardley Roundabout circulatory	Low	Link 14 is a new link and replaces part of the existing Ardley roundabout. Link 14 would form a circulatory on the redesigned roundabout, between the A43 EB and M40 J10 NB realigned diverge slip road. There are no key WCH receptors adjacent to the link and although a new link, it falls within the footprint of the existing Ardley Roundabout.
15	New Link - Ardley Roundabout circulatory - past Ardley Bypass arm	Low	Link 15 is a new link within the Ardley Roundabout and operates as a roundabout circulatory between the M40 J10 NB realigned diverge slip road and the B430 Ardley Bypass arm. There are no key WCH receptors adjacent to the link and although Link 15 is a new link, it falls within the footprint of the existing Ardley Roundabout.
16	New Link - Ardley Roundabout circulatory	Low	Link 16 is a new link within the Ardley Roundabout and operates as a roundabout circulatory between the B430 Ardley Bypass and the existing B430 from Ardley. There are no key WCH receptors adjacent to the link and although Link 16 is a new link, it falls within the footprint of the existing Ardley Roundabout.
17	New Link - Ardley Roundabout circulatory past B430 arm	Low	Link 17 is a new link within the Ardley Roundabout and operates as a roundabout circulatory between the entry and exit of the existing B430. There are no key WCH receptors adjacent to the link and although Link 17 is a new link, it falls within the footprint of the existing Ardley Roundabout.
18	New Link - MSRR/HPLR junction (internal link)	Low	Although Link 18 is a new link, it lies partly within the footprint of the existing B430 which would be stopped up. There are limited WCH receptors adjacent to the B430 and accordingly no formal WCH infrastructure is provided on the B430 where Link 18 is proposed.
19	New link - B430 arm of B430/HPLR junction	Low	Although Link 19 is a new Link, it effectively forms an extension to the B430 and comprises the northeastern arm of a new traffic signal junction between the B430 and the HPLR. Where the link is proposed, there are limited WCH receptors on the B430.
20	B430 between HPLR and Principal Site Access	Low	There are limited WCH receptors along Link 20 and thus no formal WCH infrastructure provided on or across link. PROW 109/27 runs alongside part of the length of the link, set back from the road, behind hedgerow.
21	New Link - B430 NB approach to Principal Site Access	Low	Although a new link, this forms part of the B430. There are limited WCH receptors adjacent to the link, other than the nearby Recycling Facility. Nevertheless, the Recycling Facility is expected to generate limited NMU trips. No formal WCH infrastructure is provided on or across link.
22	New Link - Principal Site Access circulatory	Low	The link falls within the existing footprint of the B430. Currently there are limited WCH receptors adjacent to the B430 and no formal WCH infrastructure provided on or across it in the location of Link 22.
23	New Link - Principal Site Access circulatory	Low	Link 23 is a new link within the Principal Site Access and operates as a roundabout circulatory between the Site Access Arm B430 NB exit. The link falls within the existing footprint of the B430. Currently there are limited WCH receptors adjacent to the B430 and no formal WCH infrastructure is provided on or across it.
24	B430 Station Road (south of Somerton Road)	Medium	Link 24 forms the B430 as it runs through Ardley, between Somerton Road and Church Road. Ardley, a residential area, lies to the west of the link; there are limited WCH receptors east of Link 24, with only a small private establishment at the link's southern extent. There is a footway adjacent to the link on the western side.
25	B430 Station Road (south of Ardley Road)	Medium	Link 25 forms the B430 as it runs through Ardley, between Ardley Road (east) and Somerton Road. Ardley lies to the west of the link; there are a few WCH receptors adjacent to the link. There are footways on each side of the road. A signalised crossing is provided to cater for pedestrians wishing to cross the link.
26	B430 Station Road (between Ardley Road east and west)	Medium	Link 26 forms the B430 as it runs through Ardley, between Ardley Road east and Ardley Road west, which meet the B430 at both ends of the link. There are limited WCH receptors other than Ardley Road adjacent to the link. But no formal WCH infrastructure is provided over the link.
27	B430 (north of Ardley Road)	Medium	Link 27 forms the B430 as it exits Ardley to the north. In terms of NMU demand, there are limited WCH receptors adjacent to the link and the B430 is not a desire line for pedestrians. Cyclists would be on carriageway.
28	New Link - Principal Site Access circulatory	Low	Link 28 is a new link within the Principal Site Access. There are no key WCH receptors where the link is proposed. The link is close to the existing B430.
29	New Link - Principal Site Access circulatory	Low	Link 29 is a new link within the Principal Site Access and operates as a roundabout circulatory between the B430 SB approach and the B430 NB entry. There are no key WCH receptors adjacent where the link is proposed.

31	New Link - Ardley Bypass	Low	Link 31 comprises the Ardley Bypass which provides a route between the Principal Site Access to the Ardley Roundabout at the M40 J10. The link would be located in existing agricultural fields which have minimal access for WCH. There are no key WCH receptors where the link is proposed; other than desire lines along Ardley Road and the 109/22 and 109/24 bridleways, which are designated Public Rights of Way. These bridleways would be stopped up when the Ardley Bypass is constructed.
32	New Link - Ardley Bypass NB approach to Ardley Roundabout	Low	Link 32 comprises the NB Ardley Bypass approach to Ardley Roundabout. The link would be located largely within the existing footprint of Ardley Roundabout and no NMU movements are expected across or along the link when constructed, with provision for NMUs off carriageway.
33	New Link - Ardley Bypass SB exit from Ardley Roundabout	Low	Link 33 comprises the SB Ardley Bypass exit from the Ardley Roundabout. The link would be located largely within the existing footprint of Ardley Roundabout and no NMU movements are expected across or along the link when constructed, with provision for NMUs off carriageway.
34	New Link - Estate Road	Low	Link 34 comprises the Estate Road arm of the Principal Site Access roundabout. The link would be located within the OxSRFI site.
35	New Link - segregated left turn exit at Principal Site Access	Low	Link 35 comprises part of the Principal Site Access roundabout. The link would partly be located within the OxSRFI site and partly within the footprint of the existing B430. Thus, the link intersects a key NMU desire line - along the existing B430. There are limited WCH receptors where the link is proposed.
36	New Link - right turn exit at Principal Site Access	Low	Link 36 comprises part of the Principal Site Access roundabout. The link would partly be located within the OxSRFI site and partly within the footprint of the existing B430. There are limited WCH receptors where the link is proposed.
37	New Link - estate road entry at Principal Site Access	Low	Link 37 comprises part of the Principal Site Access roundabout. The link would partly be located within the OxSRFI site and partly within the footprint of the existing B430. There are limited WCH receptors where the link is proposed.
38	New Link - MSRR	Low	Link 38 comprises the Middleton Stoney Relief Road; a new road extending between the B430 from a point south of the site, to the B4030 Bicester Road on Middleton Road. Generally, the link would be located in existing agricultural fields which have minimal access for WCH. There are no key WCH receptors where the link is proposed; other than the 297/8 and 297/3 footpaths, which are designated Public Rights of Way, with the affected sections stopped up and replaced with alternative connections, when the MSRR is constructed.
39	B430 Northampton Road A34 off-slip	Low	Link 39 comprises an off slip from the A34. There are no WCH receptors adjacent to the link.
40	B430/B4030 Middleton Stoney crossroads (internal link)	High	The link is located within the residential area of Middleton Stoney and thus walking and cycling trips across and along the link would be common place. Narrow footways are provided. Frequent NMU crossings of the link are expected, with a key desire line along the B4030 crossing the link via an uncontrolled facility.
41	B4030 Middleton Stoney Road between A4095 Roundabout and Empire Road	Medium	The link is situated on the edge of Bicester, nearby to the Himley Village and Empire Road commercial development site, and thus will experience walking and cycling trips along its length. An off-carriageway footway/cycleway is provided. Pedestrian crossings of the link are expected, with a key desire line along the A4095 crossing Link 41 adjacent to the A4095 roundabout, where an uncontrolled pedestrian/cycle crossing with a refuge island is provided.
42	B4030 Middleton Stoney Road between Empire Road and NW Bicester access	Low	In all future scenarios the Himley Village residential development would be constructed, constituting a WCH receptor to the north of the link, and generating NMU trips. The Himley Village development will provide an off-carriageway footway/cycleway set back from the road behind hedgerow. Crossings of the link are expected, with a key desire line between Empire Road and the 'Empire Road' bus stop (on the west-bound carriageway). Access to the bus stop is via an uncontrolled pedestrian crossing with refuge island.
43	B4030 Middleton Stoney Road between NW Bicester accesses	Low	While there are no notable WCH receptors to the south of the link, the Himley Village development would be built out to the north, constituting a key generator of walking and cycling trips, although these are catered for off-carriageway.
44	B4030 Bicester Road between NW Bicester access and MSRR	Low	While there are no notable WCH receptors to the south of the link, the Himley Village development would be built out to the north, constituting a key generator of walking and cycling trips, although these are catered for off-carriageway.
45	B4030 Bicester Road to west of MSRR roundabout	Medium	There are several WCH receptors to the south of the link including existing dwellings and Bridleway 297/14, which meets Link 45 at the Middleton Stoney Road roundabout. There are limited receptors to the north of the link (apart from the Bicester Road eastbound bus stop). There is a footway on the southern side of the link.
46	B4030 Bicester Road (Middleton Stoney)	High	The link is located within the residential area of Middleton Stoney and thus walking and cycling trips over and along the link would be common place. There are narrow footways on each side of the link.
47	B4030 Heyford Road (between Middleton Stoney and Lower Heyford Road)	Low/Medium	The link is outside Middleton Stoney and thus there are no notable WCH receptors adjacent to the link.
48	B4030 Heyford Road (Middleton Stoney)	High	The link is located within the residential area of Middleton Stoney. There is a narrow footway on the northern side of the link. Crossings of Link 48 are expected, with a key desire line along the B430 crossing the link at its eastern extent, where there is an uncontrolled pedestrian crossing.
49	Upper Heyford Road (between Chilgrove Drive and HPLR)	Low	The western end of the link would form part of the Chilgrove Drive site access to the Heyford Park development. There are no key WCH receptors where the link is proposed. It would provide off-carriageway segregated footway and cycleway.
50	New Link - HPLR between B430 and Secondary Access (as compared to Upper Heyford Rd)	Low	There are no key WCH receptors where the link is proposed. It would provide off-carriageway segregated footway and cycleway.
51	New Link - HPLR to west of Secondary Access (as compared to Upper Heyford Rd)	Low	Although Link 51 is a new link, it effectively replaces Camp Road between the Secondary Site Access and the B430. There are limited WCH receptors adjacent to the link. It would provide off-carriageway segregated footway and cycleway.
52	NW Bicester access road	Medium	Link 52 forms a site access into the Himley Village residential development. This development is currently being constructed and is expected to be in place in all scenarios. Private dwellings, part of the Himley Village development would form WCH receptors adjacent to Link 52.
53	Bainton Road, Bucknell	Very High	Bainton Road serves several dwellings either side, is narrow and has no pedestrian or cycling infrastructure.
54	Ardley Road	Low/Medium	Ardley Road stretches from Ardley to Bucknell and is approximately 2.75km in length. There are limited WCH receptors adjacent to the link, other than within Ardley and Bucknell themselves. Here, several private dwellings front the link.
55	Unnamed Road between B4030 and Camp Road	Low	Link 55 runs north to south from Camp Road to the B4030 (Lower Heyford Road) and is approximately 1.3km in length. There are very limited WCH receptors adjacent to the link.
56	A41 on-slip at Wendlebury Road	Low	Link 56 is a short link comprising of the southwest bound on slip to the A41 from Wendlebury Road, just north of Wendlebury. There are no WCH receptors adjacent to the link.
57	B4100 between Hillside and East Street	Low	Link 57 comprises the B4100 between Hillside and East Street; a stretch that is approximately 1.4km in length. There are limited WCH receptors adjacent to the link, other than a few private dwellings just south of Souldern and a small industrial site. Very few NMU trips are expected across the majority of the link in any scenario.
58	Unnamed Road north of Fritwell	Low	Link 58 comprises an unnamed road extending north out of the village of Fritwell for approximately 1.2km before meeting another unnamed road. There are very limited WCH receptors adjacent to the link, albeit from a few private accesses.
59	B4100 Aynho Road between A4260 and Mill Lane	Low	Link 59 comprises the B4100 Aynho Road between Adderbury and Mill Lane. This section of the B4100 is approximately 3km in length. There are limited WCH receptors adjacent to the link. The link is rural, with no NMU specific infrastructure provided.

60	A4095/B430 internal junction link	Low	Link 60 is a short link comprising of an internal link of the junction between the B430 and the A4095. The link facilitates movements from the eastbound A4095 on to the northbound B430, as well as the opposing movement. There are no WCH receptors adjacent to the link.
61	Port Way/Kirlington Road	Low	Link 61 runs north to south from Camp Road to the B4030 (Lower Heyford Road) and is approximately 1.4km in length. There are no WCH receptors adjacent to the link, other than one private dwelling. The link is rural, with no NMU specific infrastructure provided.
62	Ardley Road between Somerton and Ardley	Low	Link 62 comprises Ardley Road between Fritwell Road (west) and Raghouse Lane (east) and is approximately 2.9km in length. There are very limited WCH receptors adjacent to the link. The link is rural, with no NMU specific infrastructure provided.
63	Somerton Road, Ardley	Very High	The link is with Ardley, it is fronted by several private dwellings, some of which open directly onto the carriageway of Somerton Road. No NMU infrastructure is provided, meaning pedestrians would have to walk on the carriageway.
64	Mill Road south of Barton Hartshorn junction	Low	There are very limited WCH receptors adjacent to the link. The link is rural, with no NMU specific infrastructure provided.
65	Mill Road between A421 and Barton Hartshorn junction	Low	There are very limited WCH receptors adjacent to the link. The link is rural, with no NMU specific infrastructure provided.
66	New Row	Very High	New Row is approximately 200m in length and runs between Middleton Road (west) and Bicester Road (east) within the southern portion of the village of Bucknall. New Row is narrow, and some sections can only accommodate one vehicle passing in each direction at once. The link is bordered on both sides with private dwellings. No WCH specific infrastructure is provided on the link, except at the point New Row forms a T-Junction with Bicester Road where a narrow footway is provided along the junction's southern kerb radii.
67	Unnamed Road to Bainton	Low	Link 67 comprises an unnamed road that runs between the B4100 Banbury Road and Bainton. There are no WCH receptors adjacent to the link, other than a few private dwellings. The link is rural, with no NMU specific infrastructure provided.
68	Somerton Road, Ardley (between Water Lane and Church Road)	Very High	Link 68 is approximately 450m in length and runs between Church Road and Water Lane within the western portion of the village of Ardley. Somerton Road is narrow, and some sections can only accommodate one vehicle passing in each direction at once. The link is bordered on both sides by private dwellings. The link lacks specific NMU infrastructure in parts, and while a footway is provided for the northern section of the link, pedestrians would have to walk on the carriageway for the southern extent.
69	Water Lane, Ardley	High	Link 69 is approximately 480m in length and runs between Somerton Road and Fritwell Road within the northern portion of the village of Ardley. The link is bordered on both sides by private dwellings. A footway is provided along the links southern edge for its entire length, and there is partial provision along the northern edge.
70	Church Road, Ardley	High	Church Road is bordered on both sides by private dwellings. A footway is provided on the northern edge of Church Road, although it is narrow.
71	Station Road between Main Street and Millfield Avenue	Low/Medium	Link 71 runs north from Marsh Gibbon to Main Street near Poundon in the north. The link measures approximately 2250m and has limited WCH receptors adjacent to it, other than in Marsh Gibbon where several dwellings front the link to the east. A narrow footway running along the east edge of the link serves these dwellings. For the rest of length of the link with is rural, no NMU infrastructure is provided.
72	A43 EB right turn to MSA and M40 SB at Cherwell Roundabout	Low	The link is part of the strategic road network and has no key WCH receptors adjacent to it.
73	B430 through Weston-on-the-Green (north of loading point)	Medium	Link 73 runs north from the village of Weston-on-the-Green for approximately 1500m. Within Weston-on-the-Green are WCH receptors located west of the link, comprising of private dwellings. A footway is provided on the western side of the B430 serving the aforementioned properties. Elsewhere on the link, there are few WCH receptors.
74	M40 SB merge at J10	Negligible	The link is part of the M40 and thus has no adjacent WCH receptors. Furthermore, WCH access will be prohibited on the link in all scenarios.
76	A43 EB on M40 J10 bridge	Low	The link comprises the A43 eastbound bridge over the M40 at J10. There are no WCH receptors adjacent to the link. There is a footway adjacent to the link, that accommodates east/west desire line for pedestrians across the M40 at Junction 10. Cyclists would be on carriageway.
78	A43/A422 roundabout circulatory (A43 SB)	Low	Link 78 comprises the Brackley Bypass roundabout circulatory between the entry and exit of the eastern arm (Brackley Bypass). In terms of NMU demand, there are no WCH receptors adjacent to the link.
79	A43 SB within Cherwell Roundabout	Low	Link 79 comprises the A43 southbound within the Cherwell Roundabout at the M40 J10. In terms of NMU trips on the link, there are no WCH receptors adjacent to the link.
80	A41 Vendee Drive roundabout circulatory exit to Vendee Drive	Low	This is part of the roundabout circulatory. There are limited WCH receptors adjacent to the link. For pedestrians travelling along the link, a footway is provided on the outside of the roundabout, setback from the carriageway by a verge.
81	A41 Vendee Drive roundabout circulatory exit to Vendee Drive	Low	This is part of the roundabout circulatory and there are limited WCH receptors adjacent to the link. For pedestrians travelling along the link, a 2m footway is provided on the outside of the roundabout, setback from the carriageway by a verge.
82	A41 Tesco roundabout right turn through junction	Low	There are no WCH receptors directly adjacent to the link; being the right turn in the centre of the roundabout.
83	A41 Tesco roundabout eastbound exit	Low	The north/south desire line along Oxford Road crosses this link and there are receptors adjacent to the link including several Retail Parks. A 3m shared footway/cycleway is provided on the northern edge of the link, along with a Pelican Crossing: facilitating movements across the link. The A41 is a key arterial route between Bicester and Aylesbury and therefore is capable of absorbing changes in traffic flows without detriment to its character.
84	A41 (east of Tesco Roundabout)	Low	There are no WCH receptors adjacent to the link. The A41 is a key arterial route between Bicester and Aylesbury and therefore is capable of absorbing changes in traffic flows without detriment to its character.
85	A41 east bound to London Road roundabout	Low	There are limited WCH receptors adjacent to the link, although there is a footway alongside the northern side of the carriageway. A the roundabout there is a north/south desire line across the link. To facilitate NMU crossings, a signalised Toucan crossing is provided.
86	A41 London Road circulatory	Low	There are limited WCH receptors adjacent to the link, being a roundabout circulatory. In terms of provision of NMUs, a central island is provided on the outside of the roundabout within the northern arm which facilitates NMU crossings of London Road.
87	A41 London Road circulatory	Low	There are limited WCH receptors adjacent to the link, being a roundabout circulatory. Nevertheless, a central island is provided on the outside of the roundabout within the eastern arm which facilitates NMU crossings of the A4421.
88	A41 eastbound exit from London Road circulatory	Low	There are limited WCH receptors adjacent to the link. To facilitate NMU crossings, a signalised Toucan crossing is provided across the link, which operates in conjunction with the signals at the London Road roundabout. A footway is provided on the northern edge of the carriageway, extending east from the roundabout along the A41.
89	A41 between London Road roundabout and Pioneer Road Roundabout	Low	There are limited WCH receptors adjacent to the link. For pedestrians travelling along the link, a footway is provided on the northern and southern side of the carriageway.
90	A41 between Pioneer Roundabout and Ploughley Road	Low	This is part of the Pioneer Roundabout circulatory carriageway. There are limited WCH receptors adjacent to the link. A footway/cycleway are provided on the northern and souther sides of the link.

91	A41 between Ploughley Road and Morrell Way	Low	There are limited WCH receptors adjacent to the link. For pedestrians and cyclists travelling along the link, a shared facility is provided on the northern edge of the carriageway.
92	A41 between Morrell Way and B4011	Low	Link 92 comprises the A41 between Morrell Way and the B4011, a stretch of approximately 700m. There are limited WCH receptors adjacent to the link.
93	A41 between B4011 and Blackthorn Road	Low	Link 93 comprises the A41 between the B4011 and Blackthorn Road, a stretch of approximately 1100m. There are limited WCH receptors adjacent to the link. The link is rural, with no NMU specific infrastructure provided.
94	A41 between Blackthorn Road and Station Road	Low	There are no WCH receptors adjacent to the link. The link is rural, with no NMU specific infrastructure provided.
95	A41 between Station Road and Townsend	Low	There are no WCH receptors adjacent to the link. The link is rural, with no NMU specific infrastructure provided.
96	A41 between Townsend and Bicester Road	Low	There are limited WCH receptors adjacent to the link. The link is rural, with no NMU specific infrastructure provided.
97	A41 between Bicester Road and Kingswood Lane	Low	There are some WCH receptors adjacent to the link, particularly at the eastern end of the link, comprising of a few private dwellings, although NMUs would have limited need to cross the link. Where pedestrian trips are most likely (at the link's eastern extent) a footway is provided on the northern edge of the link, serving the existing dwellings.
98	A41 between Kingswood Lane and Creighton Road Roundabout	Low	There are some WCH receptors adjacent to the link, comprising of a few private dwellings, a car showroom, and a public house. However, the link is rural, with no NMU specific infrastructure provided.
99	A41 between Creighton Road Roundabout and Blackgrove Road roundabout	Medium	There are WCH receptors adjacent to the link, primarily within the village of Waddesdon. Within Waddesdon, NMUs may traverse the link to access a number of amenities, although appropriate facilities are provided including a Pelican Crossing, several uncontrolled two-stage pedestrian crossings, and footways.
100	A41 between Blackgrove Road roundabout and A4157	Medium	There are several WCH receptors adjacent to the link, primarily within Aylesbury. Outside of Aylesbury, this is limited WCH receptors, and no NMU infrastructure is provided. Within Aylesbury, NMUs may traverse the link to access a number of amenities and appropriate facilities are provided to enable NMUs to do this.
101	A41 westbound into London Road roundabout	Low	There are limited WCH receptors adjacent to the link. To facilitate NMU crossings, a signalised Toucan crossing is provided across the link, which operates in conjunction with the signals at the London Road roundabout. A footway is provided on the northern edge of the carriageway, extending east from the roundabout along the A41. This is a footway/cycleway provided on the southern edge of the carriageway.
102	A41 London Road circulatory	Low	There are limited WCH receptors adjacent to the link as it is a roundabout circulatory. A central island is provided on the outside of the roundabout within the southern arm which facilitates NMU crossings of Graven Hills Road.
103	A41 west exit from London Road roundabout	Low	There are limited WCH receptors adjacent to the link. To facilitate NMU crossings, a signalised Toucan crossing is provided across the link, which operates in conjunction with the signals at the London Road roundabout. A footway/cycleway is provided on the southern edge of the link, connecting to the crossing point.
104	A41 westbound into Tesco Roundabout	Low	There are limited WCH receptors directly in this link. To facilitate NMU crossing at the roundabout, a signalised crossing is provided across the link, which operates in conjunction with the signals at the Tesco roundabout. A footway is provided on the southern edge of the carriageway extending east from Oxford Road to the crossing point, facilitating NMU movements.
105	A41 Vendee Drive roundabout circulatory southbound	Low	There are limited WCH receptors adjacent to the link. In terms of provision of NMUs, a 3m shared footway/cycleway is provided on the outside of the roundabout on its eastern arm, setback from the carriageway.
106	B430 Ardley Road (north of Middleton Stoney)	High	There are several WCH receptors adjacent to the link within Middleton Stoney including The Jersey Arms Hotel, a B&B, several private dwellings, and designated public footpath no. 297/8. Footways are provided on each side of the road.
107	B430 through Weston-on-the-Green (north of Church Road)	Medium	There are WCH receptors adjacent to the link to the west, including a Public House, bus stops, and private dwellings, although no receptors to the east – albeit a few private dwellings. There is no NMU infrastructure on the western side of the B430. A footway is provided on the link's western edge, facilitating pedestrian movements along the link.
108	B430 south of Akemen Street/Green Lane crossroads junction	Medium	There are WCH receptors adjacent to the link to the west, including several commercial land uses, but no receptors to the east. For the length of the link, no NMU infrastructure is provided on either side of the B430.
109	B430 north of Akemen Street/Green Lane crossroads junction	Low	There are very limited WCH receptors adjacent to the link. The link is rural, with no NMU specific infrastructure provided.
110	B430 within A4095 junction	Low	There are very limited WCH receptors adjacent to the link. The link is rural, with no NMU specific infrastructure provided.
111	B430 within A4095 junction	Low	There are very limited WCH receptors adjacent to the link. The link is rural, with no NMU specific infrastructure provided.
112	B430 between A4095 junction and Middleton Stoney	Low	There are very limited WCH receptors adjacent to the link. The link is rural, with no NMU specific infrastructure provided.
113	A34 NB on-slip at B430	Low	The link has no WCH receptors are adjacent.
114	B4030 Lower Heyford Road between Port Way crossroads	Low	Link 114 comprises the B4030 where it forms the internal junction link of the crossroads between Port Way. Port Way intersects the B4030 in a north/south direction. The distance between the two Port Way arms (and thus the length of Link 114) is approximately 25m and no WCH receptors are found adjacent.
115	B4030 Lower Heyford Road to east of Port Way	Low	There are very limited WCH receptors adjacent to the link. The link is rural, with no NMU specific infrastructure provided.
116	B4030 Lower Heyford Road east of South Street	Medium	Link 116 comprises the B4030 between South Street and the unnamed road running north from the B4030, just north of Caulcott, a stretch that is approximately 850m in length. The link is rural and there are limited WCH receptors adjacent to the link, apart from are a few private accesses off the link. Notably a public house is located at the link's western extent, which would generate NMU trips. There is no NMU infrastructure provided on the link.
117	B4030 Vendee Drive between Heaton Road and A4095	Low/Medium	Link 117 comprises the B4030 Vendee Drive, stretching south from the A4095 to Heaton Road. The link is on the edge of Bicester, with residential development to its east, and open fields to the west. All WCH receptors adjacent to the link are located to the east. A shared footway/cycleway set back from the link is provided on the eastern side.
118	A4095 Vendee Drive between A4095 junction and Howes Lane roundabout	Low/Medium	Link 118 comprises the A4095 Vendee Drive, stretching south from the Howes Lane Roundabout to the A4095 T-Junction. The link is on the edge of Bicester, with residential development to its east, and a wooded area to the west. All WCH receptors adjacent to the link are located to the east and there would be little demand for WCHs to cross the link. A shared footway/cycleway set back from the link is provided on the eastern side. At Howes Lane Roundabout there is a two-stage uncontrolled pedestrian crossing to facilitates east/west NMU movements.

119	B4030 Vendee Drive between A41 and Whitelands Way	Low	Link 119 comprises the B4030 Vendee Drive, stretching west from the A41 roundabout to Whitelands Way. The link is located to the south of Bicester, just north of the Bicester Park and Ride. Shared 3m footway/cycleways are provided on both sides of the link and a two-stage uncontrolled pedestrian/cycle crossing is provided at the link's midway point.
120	B4030 Vendee Drive between Whitelands Ways and Heaton Road	Low	Link 120 comprises the B4030 Vendee Drive, stretching west from Whitelands Way to Heaton Road. The link is located to the southwest of Bicester. To the northeast of the link is the Whitelands Farm Sports Ground, and to the south, open fields. There are limited WCH receptors adjacent to the link. A shared 3m footway/cycleway is provided on the eastern side of the link and a signalled pedestrian/cycle crossing is provided just south of Heaton Road, facilitating the Chesterton 161/1 Footpath PRoW.
121	A41/B4030 Vendee Drive roundabout circulatory	Low	There are limited WCH receptors adjacent to the link.
122	B4030 Vendee Drive eastbound approach to A41 roundabout	Low	A shared 3m footway/cycleway is provided to the north of the Link 122. No crossing point is provided across the link with NMU crossings facilitated elsewhere on the B4030.
123	A41/B4030 Vendee Drive roundabout circulatory	Low	There are limited WCH receptors adjacent to the link; being a roundabout circulatory.
124	B4030 Vendee Drive westbound exit from to A41 roundabout	Low	A shared 3m footway/cycleway is provided to the south of the Link 124. No crossing point is provided across the link, with NMU crossings facilitated elsewhere on the B4030.
125	Middleton Stoney Road between A4095 roundabout and Ludlow Road	Medium	Link 125 comprises Middleton Stoney Road, between the A4095 and Ludlow Road. The link is situated in Bicester with residential development to its north and south, although there is no direct access from the link to these developments. A footway is provided along the northern edge of the link, although there are no crossing points other than at the links western extent, where an uncontrolled two-stage pedestrian crossing facilitates the desire line along the A4095.
126	Middleton Stoney Road between Ludlow Road Whitelands Way roundabout	Medium	Link 126 comprises Middleton Stoney Road, between the Ludlow Road and the Whitelands Way roundabout. The link is situated within Bicester and has residential development to the north and south although there is no direct access from the link to these developments, other than via Ludlow Road to the south. A footway is provided along the northern edge of the link which widens to a shared footway/cycleway near the Whitelands Way roundabout, and a second short footway is provided on the southern edge of the link, extending east for approximately 70m from Ludlow Road. This short footway provides access to a set of bus stops where a two-stage uncontrolled pedestrian crossing is present across the link facilitating NMU crossings between the northern side of the link and the stops. There are no NMU crossing points elsewhere on the link.
127	Link to Bucknell Road	Medium	Link 127 comprises a link that is yet to be constructed but would exist in the RC3A scenario. The link replaces Bucknell Road that is realigned to accommodate the future urban extension to Bicester. The WCH receptors and NMU infrastructure that would be present along the link are yet to be confirmed, although, NMU trips are assumed to take place on the link and therefore sufficient infrastructure would be provided.
128	Lords Lane	Low	Link 128 comprises the A4095 Lords Lane for a section that extends approximately 1km northeast from the Lords Lane/Bucknell Road roundabout. The link is situated within northwest Bicester and has residential development to the south, although there is no direct access from the link to dwellings other than via two vehicular accesses: Trefoil Drive and Purslane Drive. Accordingly key WCH receptors are all to the south of the link. No NMU infrastructure is provided across the link. NMUs travelling along the link would walk/ride along a shared footway/cycleway setback south from the link and would be off carriageway.
129	Bicester Road in Bucknell between New Road and Bainton Road	High	This link is located with Bucknell. The link is bordered each side by narrow footways on both sides.
130	A4095 between Port Way and B430	Low	The link is rural and there are limited WCH receptors adjacent to the link, apart from are a two private accesses off the link. There is no NMU infrastructure provided on the link.
131	A4095 between unnamed road south of Alchester Road and Alchester Road	Medium	Link 131 comprises the A4095 between an unnamed Road south of Alchester Road and Alchester Road. The link runs west to north to south for approximately 130m and is situated on the northern edge of Chesterton. The link is bordered by WCH receptors on both sides. There are footways on both sides.
132	A4095 between Bicester Golf Hotel and unnamed road	Medium	Link 132 comprises the A4095 between an unnamed Road south of Alchester Road and the Golf Hotel. The link extends west from Chester for approximately 500m. The link has no key WCH receptors adjacent to it. There is a footway on its southern edge.
133	Alchester Road	High	Link 133 comprises the Alchester Road, running between the A4095 and Orchard Rise. The link is approximately 250m in length. Chesterton C Of E Primary School is located near the link, which would be a significant generator of walking and cycling trips. The link has footways on either side.
134	Alchester Road	High	Link 134 comprises the Alchester Road, running between the Orchard Rise and Green Lane. The link is approximately 275m in length. The Chesterton C Of E Primary School is located nearby the link, which would be a significant generator of walking and cycling trips. The link benefits from footways on either side for its northern section. To the south of the link a footway is only present on the link's eastern edge.
135	Green Lane	Low	Link 135 comprises Green Lane which runs west from Chesterton for approximately 1500m to Wendlebury Road. There are limited WCH receptors adjacent to the link other than within Chesterton where a few private dwellings.
136	B430 southbound left turn to A4095 eastbound	Low	Link 136 is a short link comprising of an internal link of the junction between the B430 and the A4095. The link facilitates movements from the westbound A4095 on to the northbound B430, as well as the opposing movement. There are no WCH receptors adjacent to the link.
137	A4095 between B430 and Bicester Golf Hotel	Low	Link 137 comprises the A4095 between the Golf Hotel and the B430. The link runs east to west approximately 2km. The link has no key WCH receptors adjacent to it, although benefits from a 2m footway for the eastern half of the link. A formal crossing point is provided where the footway swaps from north to south of the link.
138	B430 northbound left turn to A4095 west	Low	Link 138 is a short link comprising of an internal link of the junction between the B430 and the A4095. The link facilitates movements from the eastbound A4095 on to the southbound B430, as well as the opposing movement. There are no WCH receptors adjacent to the link.
139	Camp Road between Somerton Road and Kirtlington Road	Low	Link 139 comprises a stretch of Camp Road between Somerton Road and Kirtlington Road. The link is approximately 360m in length. There are no WCH receptors adjacent to the link other than two private dwellings. A narrow footway is provided along the southern edge of the link, with partial provision on the northern edge serving the existing dwellings.
140	Camp Road east of Kirtlington Road	Medium	Link 140 comprises a stretch of Camp Road between Kirtlington Road and a new residential access. The link is approximately 75m in length. In both scenarios, a residential development would exist to the south of the link, generating some WCH trips along and across the link, although most residents would walk east into Heyford Park. A two-stage uncontrolled crossing is provided across the link facilitating pedestrian movements.
141	Upper Heyford Road between Camp Road and new Chilgrove Drive junction	Medium	This link will be amended as part of the Heyford Park site access junction and will provide off-carriageway footway/cycleway on the northern side, along with a Pegasus crossing of Camp Road. Heyford Park will generate WCH trips.
142	B4027 between A4095 and Springwell Hill	Medium	Link 142 comprises the B4027 between Springwell Hill in Bletchington and the A4095. The link is approximately 2km in length and has no WCH receptors adjacent for most of its length, other than within Bletchington where several private dwellings front the link and a co-op. Within Bletchington, the link is bordered by footways. These are of varying width, but generally of a good standard. Within Bletchington, where NMUs would be expected to cross the link, formal crossing points are provided including a zebra crossing and uncontrolled pedestrian crossing.

143	A4095 between A4027 and Bletchington Road	Low	Link 143 comprises the A4095 between the A4027 and Bletchington Road and runs north to south west to east for a stretch that is approximately 2km in length. The link is rural and there are limited WCH receptors adjacent to the link, apart from a few private accesses off the link. There is no NMU infrastructure provided on the link.
144	Church Lane (Weston-on-the-Green)	Very High	Link 144 comprises Church Lane, between the B430 within Weston-on-the-Green and Stonehouse Farm. The link is approximately 1750m in length and mostly rural. Within Weston-on-the-Green several private dwellings front the link with no specific NMU infrastructure serving them, although there is an intermittent footway at times. Outside of the Weston-on-the-Green, there are few WCH receptors; and, although there would be limited WCH trips along or across the link, no infrastructure for NMUs is provided. The link forms part of National Cycle Road 51.
145	Stonehouse Farm (between Church Lane and B4027)	Low	Link 145 comprises Stonehouse Farm, between Church Lane and the B4027. The link is approximately 1150m in length and mostly rural, with limited WCH receptors adjacent to it.
146	B4027 between Stonehouse Farm and A34	Low	The link is approximately 650m in length and has no WCH receptors adjacent to it, other than a few private dwellings. No WCH specific infrastructure is provided on the link.
147	B4027 between Stonehouse Farm and Oxford Road (Bletchington)	Medium	Link 147 comprises the B4027 between Stonehouse Farm and Oxford Road. The link is approximately 1500m in length and for its majority has no WCH receptors adjacent to it, other than within Bletchington where several private dwellings front the link. Within Bletchington, the link is bordered by footways.
148	Bicester Road between A4157 and A413 (Aylesbury)	Medium	There are several WCH receptors adjacent to the link within Aylesbury, although suitable infrastructure is provided here. Frequent NMU trips along the link are expected, and suitable NMU infrastructure is provided including two uncontrolled two pedestrian crossings and a zebra crossing at both ends of the link.
149	Camp Road east of Izzard Road	Medium	The link is approximately 90m in length. In all scenarios, residential development would exist to the north and south of the link, generating WCH trips along and across the link. A 3m shared footway/cycleway is provided north of the link and an uncontrolled crossing point is provided.
150	Camp Road west of Izzard Road	Medium	The link is approximately 70m in length. In all scenarios, residential development would exist to the south of the link, generating WCH trips along and across the link. A 3m shared footway/cycleway is provided north of the link and an uncontrolled crossing point is provided.
151	Camp Road west of Schilling Street	Medium	The link is approximately 170m in length. In all scenarios, a residential development would exist to the south of the link, generating WCH trips along and across the link. A footway is provided north of the link, set back behind a verge and fence.
152	B4027 between A34 on and off slips	Low	Link 152 comprises the B4027 between the on/off slips to/from the A43. The link is short and no WCH receptors are adjacent and no NMU specific infrastructure provided.
153	A34 northbound B4027 on and off slips	Low	Link 153 comprises on/off slips to/from the A43 from the B4027. The link is short and no WCH receptors are adjacent, with no NMU specific infrastructure provided.
154	A34 southbound B4027 on and off slips	Low	Link 154 comprises on/off slips to/from the A43 from the B4027. The link is short and no WCH receptors are adjacent, with no NMU specific infrastructure provided.
155	Camp Road east of Schilling Street	Medium	Link 155 comprises a stretch of Camp Road between Schilling and Bosch Way, (a new residential access). The link is approximately 100m in length. In both scenarios, residential development would exist to the south of the link, generating WCH trips along and across the link. A 3m shared footway/cycleway is provided north of the link as well as an uncontrolled crossing point.
156	A43/A422 circulatory (A43 NB)	Low	There is a north/south desire line across the A422. To facilitate NMU crossings, a signalised crossing is provided across the link, which operates in conjunction with the signals at the roundabout.
157	Charlotte Avenue	Medium	Link 157 comprises the Charlotte Avenue within Elmsbrook. Several pedestrian crossing points are provided across the link, which is a residential access road.
158	Bucknell Road between Bicester and Bucknell	Medium	Link 158 comprises Bucknell Road stretches from Bicester to Bucknell and is approximately 2km in length. There are limited WCH receptors adjacent to the link. No NMU specific infrastructure provided.
160	Ardley Roundabout circulatory (B430 to NB on-slip)	Low	The link is a roundabout circulatory, comprising the A43 EB at the Ardley Roundabout, M40 J10. There is a footway adjacent to the link, that accommodates east/west desire line for pedestrians across the M40 at Junction 10. Cyclists would be on carriageway.
164	Padbury circulatory (between A43 NB exit and entry)	Low	Link 164 represents the Padbury roundabout circulatory (between A43 NB exit and entry) in the 2031 Opening Year. There are no WCH receptors adjacent to the link.
165	B430 NB approach to Ardley Roundabout	Low	There are limited WCH receptors adjacent to the link and the B430.
166	B430 SB exit from Ardley Roundabout	Low	There are limited WCH receptors adjacent to the link and the B430.
170	Middleton Road between B4030 and Bucknell	Medium	Middleton Road runs southwest from Bucknell for approximately 2.7km and is generally rural other than a short section within Bucknell, where private dwellings are found adjacent to the link. Outside of Bucknell there are limited WCH receptors. No NMU specific infrastructure is provided on the link.
171	Middleton Road between Bucknell loading point and Bicester Road	Very High	Middleton Road is within Bucknell, running for approximately 50m between the BTM loading point adjacent to School Paddock, and Ardley Road. Several private dwellings and village hall are found adjacent to the link and partial footways are provided, although pedestrians would likely walk on the carriageway.
172	A34 off slip to Wendlebury Road	Low	Link 172 comprises an off slip from the A34 to Wendlebury Road. The link is short and no WCH receptors are adjacent.
174	East Street within Fritwell	High	East Street runs between Old School Lane and Fewcott Road within Fritwell, north/south, for approximately 130m. Several private dwellings front the link on both sides, and Old School Lane provides access to Fritwell CoE Primary School, a key WCH receptor nearby. Alongside the link, to the east, a good quality footway is provided, although it varies in width. To the west, a footway is provided which also varies in width. At the link's southern extent an uncontrolled pedestrian crossing is provided over the link.
176	Main Street Wendlebury	Very High	Main Street runs through the centre of Wendlebury. Several private dwellings front the link on both sides. No footways are provided along the link, meaning pedestrians would have to walk within the carriageway.
177	Oxford Road	Very High	Oxford Road runs west from Wendlebury to the B430. Within Wendlebury, several private dwellings front the link on both sides. In this location, no footways are provided along the link meaning pedestrians would have to walk within the carriageway. Outside of Wendlebury there are limited WCH receptors, although no NMU infrastructure is provided.
178	Hethe Road between Cottisford and Featherbed Lane	High	Link 178 comprises Hethe Road between Cottisford and Featherbed Lane. The link runs in a north/south direction for approximately 950m. For the majority of the link, the road is rural and has limited WCH receptors adjacent to it. Nevertheless, the route is narrow and has no NMU infrastructure. While limited WCH trips would be expected along or across most of the link, there are several private dwellings within Cottisford, the residents of which would walk on the carriageway.
180	Hether Road between A421 and Cottisford junction	High	Link 180 comprises Hethe Road between Cottisford and the A421. The link runs in a north/south direction for approximately 2.7km. For the majority of the link, the road is rural and has limited WCH receptors adjacent to it. Nevertheless, the route is not wide and has no NMU infrastructure provision. While limited WCH trips would be expected along or across most of the link, there are several private dwellings within Cottisford residents of which would walk on the carriageway.

181	Green Lane	Medium	Link 181 comprises a Green Lane between King's Sutton and Charlton, a stretch of 2.7km. Outside of the two villages the route is rural and limited WCH receptors are adjacent to the link. Within the village of King's Sutton there are several private dwellings which may generate WCH trips along and across the link. In this location a partial footway is provided along the southern edge of the link. Within Charlton, WCH receptors include private dwellings. These are situated to the north of the link and are served by a footway. No WCH infrastructure is provided to the south of the link in Charlton and there are no formal crossing points provided on the link.
182	Road between A422 and Warkworth Road	Medium	Link 182 comprises a unnamed road between the A422 and Warkworth Road. The road runs north from Warkworth for approximately 1.75km. The route is rural and limited WCH receptors are adjacent to the link. A few private dwellings are located within Warkworth to the south of the link. No specific NMU infrastructure is provided on the link.
183	Warkworth Road	Medium	Link 183 comprises Warkworth Road, running south from Warkworth for approximately 3.5km. The route is generally rural and limited WCH receptors are adjacent to the link. A few private dwellings are located within Warkworth, which may generate a minimal number of WCH trips along the link.
184	Upper Astrop Road	Medium	Link 184 comprises Upper Astrop Road, running north from Upper Astrop for approximately 1.2km. The route is rural and limited WCH receptors are adjacent to the link. A few private dwellings are located within Upper Astrop. No specific NMU infrastructure is provided on the link.
186	Middleton Road between New Row and Bucknell loading point	Very High	Middleton Road is within Bucknall, running for approximately 160m between New Row and the loading point adjacent School Paddock. Several private dwellings are found adjacent to the link and no footways are provided. Pedestrians would walk on the carriageway of Middleton Road.
187	Local road to north of B4100	Medium	Link 187 is an unnamed local road that runs northeast from the B4100 for approximately 950m. There are no WCH receptors adjacent to the link, other than one private dwelling to its south. No specific NMU infrastructure is provided on the link.
188	Fewcott Road	High	Link 188 comprises Fewcott Road, between Fritwell and Water Lane (Fewcott): a length of 2km. While much of the route is outside of built-up areas, there are several WCH receptors adjacent to the link within both Fewcott and Fritwell. These WCH receptors generally comprise of private dwellings, although of note is a public house, community hall, and scout hut. Within Fritwell there is good infrastructure provision for pedestrians with adequate footways including uncontrolled crossing points with tactile paving. Within Fewcott, there is no formal infrastructure for pedestrians or cyclists on the link and NMUs would have to walk/cycle on the carriageway.
189	Ardley Road, Ardley	Medium	Link 189 comprises Ardley Road, between the Russet Road and Water Lane. The link is approximately 185m in length and in terms of WCH receptors, private dwellings are found adjacent to the link with footways provided on both sides of the carriageway.
191	Middleton Stoney Road, Bicester	Medium	Link 191 comprises Middleton Stoney Road, between London Close and King's End. The link is within Bicester and has residential development situated to the north and south. There is no direct access from the link to these developments, other than via Newton Close to the south. The NMU infrastructure provided is good. A 3m shared footway/cycleway is provided along the northern edge of the link and a second short, shared footway/cycleway is provided on the southern edge of the link extending west for approximately 150m from King's End. An uncontrolled pedestrian crossing is present across the link facilitating NMU crossings over the link adjacent to a set of bus stops. A signalised crossing is also provided at the end of the southern shared facility.
192	Middleton Stoney Road, Bicester	Medium	Link 192 comprises Middleton Stoney Road, between London Close and the Whitelands Way roundabout. The link is within Bicester and has residential development situated to the north and south although there is no direct access from the link to these developments. The NMU infrastructure comprises a footway along the southern edge of the link and advisory in carriageway cycle lanes. A signalised crossing is also provided across the link.
193	Green Lane to Bicester Sports Centre	High	Link 193 comprises an west/east stretch of Green Lane between a priority-controlled crossroads with The Hale (east), and Bicester Sports Centre (west). The link is 325m in length. There are no WCH receptors other than the sports centre along the link, although there is no NMU specific infrastructure provided.
194	Somerton Road between Somerton and North Aston	High	Somerton Road stretches for approximately 3.3km between Somerton and the A4260 within North Aston. The road is narrow in parts, bordered by either dwellings or walls. Within these villages, several private dwellings front the link. Footways are provided in places, although are usually of narrow. Pedestrians would often have to walk within the carriageway.
195	B4031 through Aynho	High	Link 195 comprises the B4100 through Aynho between the two B4031 junctions, running for a stretch of approximately 1.2km. Within Aynho the link has several WCH receptors adjacent, including private dwellings, a village hall, and hotel. Frequent WCH trips are expected along and across the link in both scenarios. Footway are provided along the link, although narrow in places.
196	Ardley Road between Water Street and Fritwell Road	Very High	Link 196 comprises a short stretch of Ardley Road within Somerton, running west from Water Street to Fritwell Road. This stretch measures approximately 135m in length and is bordered by private dwellings to the north. A footway extends approximately 20m east from Fritwell Road on the northern edge of the carriageway. This is the only NMU infrastructure provision on the link. NMUs would have to walk in the carriageway which is bordered by steep embankments.
197	Farthinghoe Road, Charlton	Very High	Link 197 comprises Farthinghoe Road within and to the north of Charlton. The link stretches north for approximately 4km to the A422 at Farthinghoe. Within Charlton and Farthinghoe the link is bordered on both sides by WCH receptors including several private dwellings. No footway provision exist in Farthinghoe. Within Charlton a footway is provided on the western side of the carriageway; but this is the only provision on the link and pedestrians would likely need to walk in the carriageway to access receptors on the east of the link. Outside the two settlements, limited WCH trips would be expected on the link, and no NMU infrastructure is provided.
198	Main Street, Charlton	Very High	Within Charlton the link is bordered on both sides by WCH receptors including several private dwellings. The link has limited footway provision and pedestrians would likely walk in the carriageway to access that take access from the link.
199	The Hale between A41 and Green Lane	Very High	Link 199 comprises, 'The Hale' between the A41 and Green Lane, a stretch of approximately 1.5km. The link is mostly rural, albeit from where it passes through the village of Little Chesterton where several private dwellings, from to the link. Furthermore, the link is narrow (and signed as a single-track road) and no NMU specific infrastructure is provided.
200	East Street, Fritwell	High	East Street runs between North Street and Old School Lane within Fritwell, north/south, for approximately 70m. Private dwellings front the link on both sides and Old School Lane provides access to Fritwell CoFE Primary School, a key WCH receptor nearby. A complete footway is provided to the west. At the link's southern extent an uncontrolled pedestrian crossing is provided over the link.
201	Buckingham Road between A421 and Gawcott	High	Within Gawcott there are several private dwellings on both sides of the link. Those to the west are served by a complete footway, albeit of narrow width. Those to the east experience partial footway provision. No formal crossings are provided. Much of the remainder of the link is rural. At the link's northern extent several dwellings lie to the east of the link, served by a footway connecting to provision north on the A421.
202	Richmond Street within Kings Sutton	Very high	Link 202 comprises Richmond Street within the centre of Kings Sutton. The link runs between Bulls Lane and Upper Astrop Road for a stretch of approximately 575m. The link has WCH receptors adjacent, including Kings Sutton Primary school, private dwellings and frequent WCH trips are expected along and across the link.

203	Springwell Hill	High	With Kirlington the link has WCH receptors adjacent, including private dwellings. Frequent WCH trips are expected along and across the link. A footway is provided on the southern side of the link. To the south of Kirlington, this link is rural with no specific NMU infrastructure.
204	Station Road, Bletchington	High	Link 204 comprises Station Road within the centre of Bletchington. The link runs between Oxford Road and Springwell Hill; a stretch that is approximately 150m in length. The link has WCH receptors adjacent, including several private dwellings and a public house. Frequent WCH trips are expected along and across the link. A footway is provided on the southern side of the link, serving the pub and dwellings, although there is no provision on the northern side, and no formal crossing.
205	Oxford Road, south of Bletchington	High	For the majority of the link, the road is rural and has limited WCH receptors adjacent to it. However, the link passes through the area of Hampton Poyle, where several private dwellings are found adjacent to the link. In this location, the link has a footway on its eastern side.
206	Middleton Road, Bucknell	Very High	Middleton Road is within Bucknall, running for approximately 30m between the entries/exits of New Row, south of the link. Private dwellings are found north of the link and no footways are provided. Thus, pedestrians would walk on the carriageway of Middleton Road.
207	Ardley Road, Ardley	Medium	The link is approximately 220m in length and private dwellings are found adjacent to the link, with footways are present on both sides of the carriageway.
208	South Street, Caulcott	Very High	Link 208 comprises South Street, which serves the village of Caulcott. South Street extends south from the B4030 for approximately 400m into the centre of Caulcott where it runs into Greenway. The link is narrow with no NMU infrastructure provided at any point, and several private dwellings directly front the link. A public house also lies off the B4030 at the link's northern most extent. Residents and visitors would have walk on the narrow carriageway to access these WCH receptors.
209	Greenway, Caulcott	Very High	Link 209 comprises Greenway, which serves the village of Caulcott. Greenway extends east from Portway for approximately 875m into the centre of Caulcott where it runs into South Street. The link is narrow with no NMU infrastructure provided at any point. There are no adjacent WCH receptors adjacent to the link other than within Caulcott where several private dwellings directly front the link. In this location, residents and visitors would have walk on the narrow carriageway to access these dwellings.
210	Port Way between Greenway and Northbrook junction	Low	Link 210 runs north to south from Greenway to the junction serving Northbrook and is approximately 1.6km in length. There are no WCH receptors adjacent to the link, other than two private dwellings at the link's northern extent. This link is rural with no specific NMU infrastructure.
211	West Edge, Marsh Gibbon	Very High	Link 211 comprises West Edge between Marsh Gibbon. West Edge is approximately 300m in length, running between Whales Street and Bicester Road. The link serves several private dwellings to its west, and although there are limited WCH receptors east of the link. There is no NMU infrastructure provision on West Edge; thus NMUs would have to walk/cycle on the carriageway.
212	Oxford Road, Bletchington	High	Link 212 comprises Oxford Road, within Bletchington. In terms of WCH receptors, several private dwellings are found adjacent to the link. The link has footways on both sides, although these are narrow.
213	Bucknell Road link	Medium	Link 213 comprises a link that is yet to be constructed but would exist all scenarios. The link replaces Bucknall Road that would be realigned to accommodate the future urban extension to Bicester. The WCH receptors and NMU infrastructure that would be present along the link are yet to be confirmed, although for the purposes of this assessment, NMU trips are assumed to take place on the link and sufficient infrastructure would be provided.
214	Bucknell Road link	Medium	Link 214 comprises a link that is yet to be constructed but would exist all scenarios. The link replaces Bucknall Road that would be realigned to accommodate the future urban extension to Bicester. The WCH receptors and NMU infrastructure that would be present along the link are yet to be confirmed, although for the purposes of this assessment, NMU trips are assumed to take place on the link and sufficient infrastructure would be provided.
215	Green Lane	High	Link 215 comprises an east/west stretch of Green Lane between a junction with unnamed Roads, and Alchester Road within Chesterton. The link is 550m in length and within Chesterton is bordered by several WCH receptors including private dwellings. At Alchester Road, the link's eastern most extent, the link terminates next to the Red Cow public house, a key WCH receptor that may generate NMU trips along and across the link. Within Chesterton the link has a footway along its southern edge, with partial provision only along the northern side.
216	B4027, Islip	Very High	The link comprises the B4027 within Islip, running for approximately 200m between Church Close (Kidlington Road) and Middle Street. In terms of WCH receptors, several private dwellings are found adjacent to the link and although footways are partially present, they are narrow in places.
217	The Hill between Unnamed Road and B4100	Medium	The link is approximately 15m in length and is bordered by a private dwelling to the north. On the northern side of the link is a footway which extends west into Souldern. A footway is partially provided on the southern side of the link facilitating the pedestrian desire line along the B4100.